BookletChart™

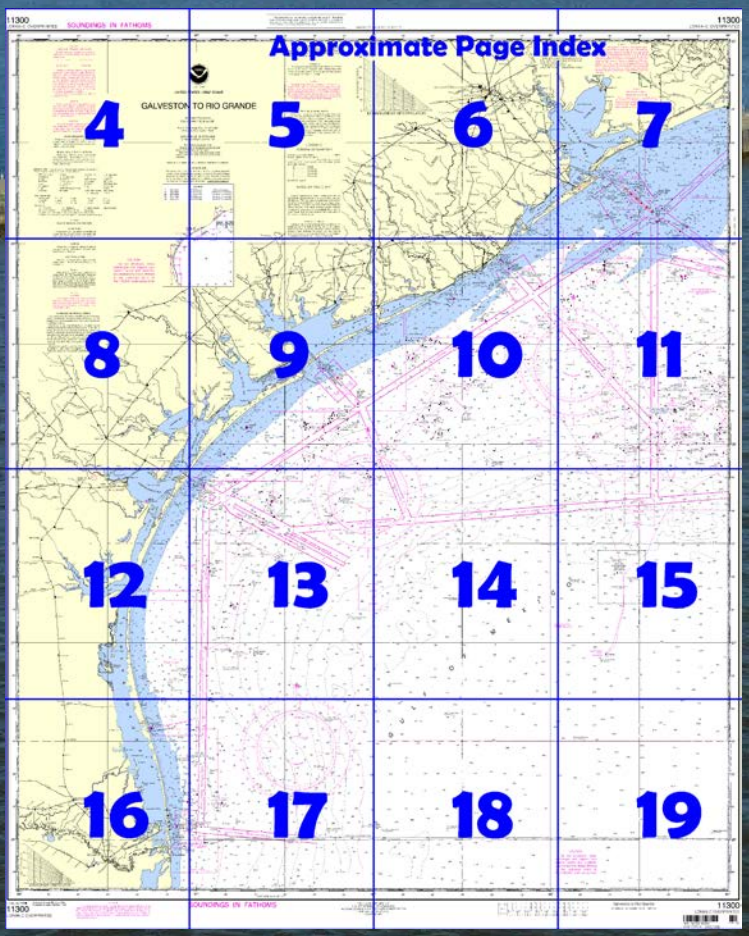
Galveston to Rio Grande

NOAA Chart 11300

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

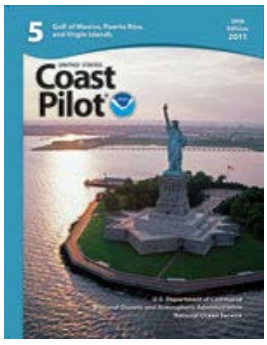
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11300



[Selected Excerpts from Coast Pilot]
From San Luis Pass to the entrance to Matagorda Bay at Pass Cavallo, the coast trends for 80 miles in a general SW by W direction. From Pass Cavallo it curves gently SW for 100 miles to latitude 27°N., where the trend is S; thence it curves gently a little E of S for 58 miles to the mouth of the Rio Grande. Throughout its whole distance the coast encloses a chain of shallow bays or lagoons. These are separated from the Gulf by long, narrow islands and peninsulas which are generally low and sandy, with few natural distinguishing marks. Some of the bays and lagoons may be entered from the Gulf through dredged passes protected by jetties, and others through small passes partly obscured by bars with little depth on them.

Dangers.–The coast has fairly uniform depths with few outlying dangers except in the vicinity of the passes and off the mouth of the Brazos River where shoaling to 18 feet is reported as far as 5 miles offshore; otherwise, vessels of any draft can approach to within 2.5 miles of the shore. Other reported dangers are about 20 miles SW of the entrance to the Brazos River and consist of occasional ridges of soft mud having as little as 4 fathoms over them, with general surrounding depths of 5 to 5½ fathoms. Oil wells may be encountered offshore, especially in the vicinity of Freeport Harbor. Mariners are cautioned to give them a wide berth especially when drilling operations are in progress.

Caution.–Hurricane Beulah in September 1967 caused considerable damage in the Gulf Coast area. Mariners are advised to exercise extreme caution as depths may vary from those charted and mentioned in the Coast Pilot. In addition, Hurricane Beulah created many new cuts or passes through the beach. Many of these cuts were reported in the stretch of beach extending N from about 6 miles N of Port Mansfield Channel for a distance of 20 miles. These openings in the beach should not be used for navigation.

Currents.–Along the W side of the Gulf of Mexico between Tampico and Corpus Christi is a N flow which in the vicinity of the 100-fathom curve off the mouth of the Rio Grande has an average velocity of 0.5 knot. Strong currents caused by winds would be expected to set somewhat to the right of the wind direction or, near the coast, in a direction parallel to the shoreline, current velocities of 0.5 to 1 knot being produced by wind velocities of 20 to 40 miles per hour.

However, it has been reported that at times strong currents set W toward the coast and the possibility of being carried inshore by such currents should be guarded against. The grounding of a vessel at a location 9 miles SW of Aransas Pass was reported caused by strong W currents that accompanied winds from the N and NE.

Houston, the largest city in Texas, is at the head of Houston Ship Channel 22 miles above Galveston Bay and 44 miles from Galveston Entrance to the Gulf. The city is the principal distribution point for Texas and one of the main distribution points for the W and SW United States.

Freeport Harbor, lying 40 miles SW of Galveston entrance, is the harbor for the town of **Freeport.** The area is known locally as Brazosport. The principal industry is the Dow Chemical Corporation which operates two large plants.

Port Lavaca is a city on the W shore of Lavaca Bay in a fishing, farming, and industrial area.

Copano Bay, a NW extension of Aransas Bay, is used principally as a center for hunting and sport fishing.

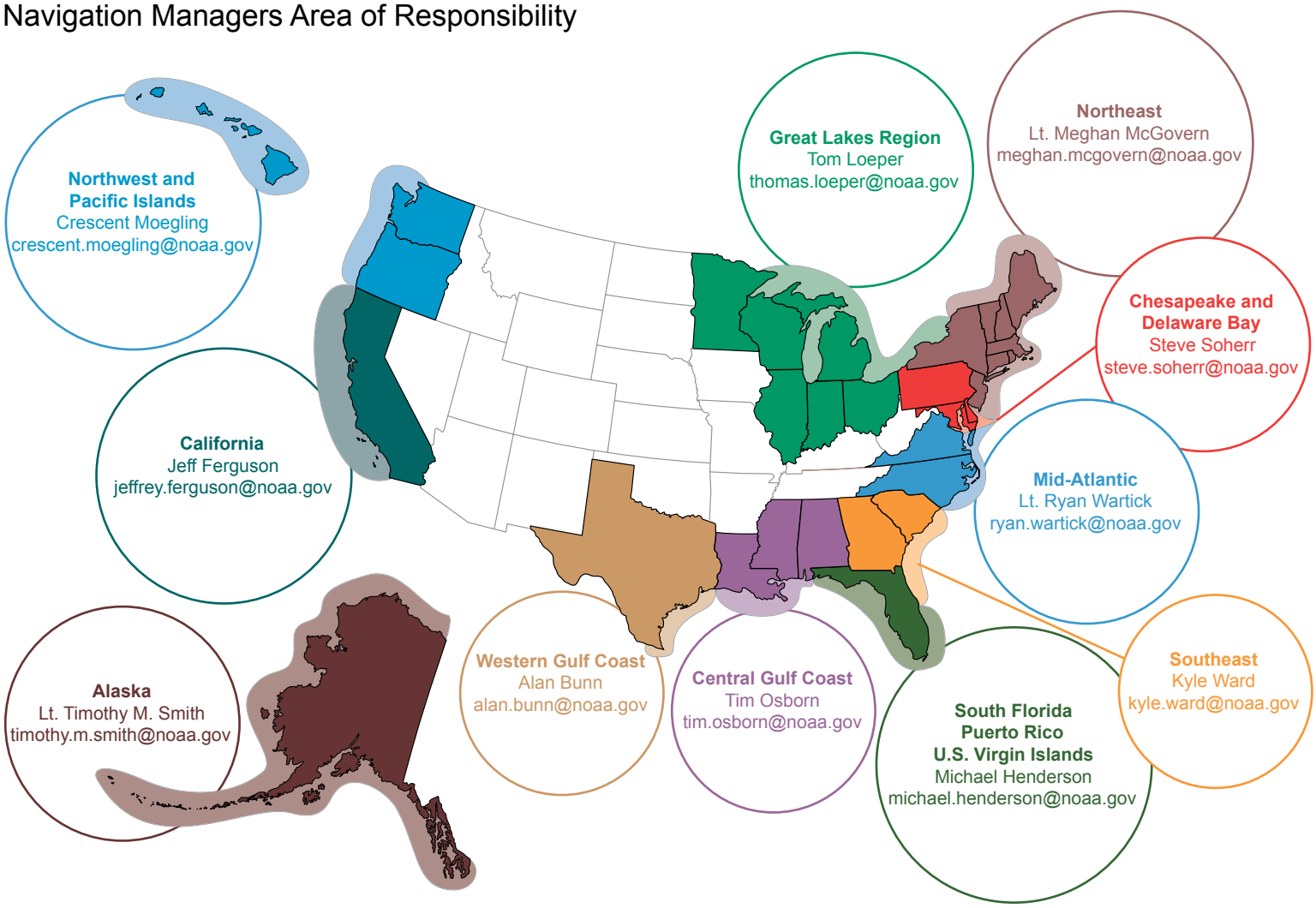
Laguna Madre is a shallow body of water extending S from Corpus Christi Bay for a distance of 100 miles. Depths range from zero to 9 feet with reefs and mudflats throughout. The Intracoastal Waterway traverses Laguna Madre from Corpus Christi Bay to Port Isabel, TX (See chapter 12.) **Padre Island**, a low, barren, storm-swept strip of sand beach, separates Laguna Madre from the Gulf. Most of the Island is part of the **Padre Island National Seashore** and subject to the rules and regulations of the U.S. Department of Interior's National Park Service.

A natural fishing reef is 1.5 miles offshore about 15.6 miles N of Port Mansfield jetties. Another natural fishing reef is 4.5 miles offshore about 11.2 miles N of the jetties.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

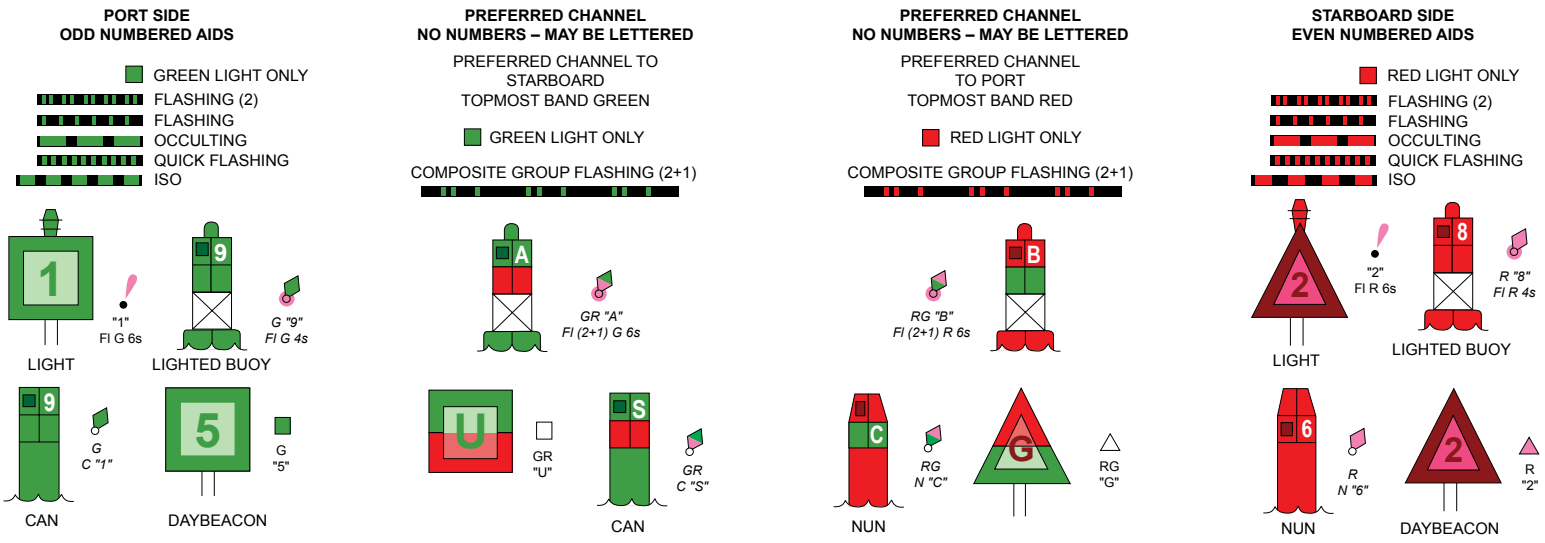


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

11300

SOUNDINGS IN FATHOMS

98° 50' 40' 30' 20' 10' 97°

30° 50' 40' 30' 20' 10' 29° 50'

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE B

These are parallel shipping safety fairways and not a traffic separation scheme. However, in the interest of vessel traffic safety use of the northeast lane for inbound (298° true) traffic and the southwest lane for outbound (118° true) traffic is recommended.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained

Joins page 8

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

GALVESTON TO RIO C

Mercator Projection
Scale 1:460,732 at Lat 28°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

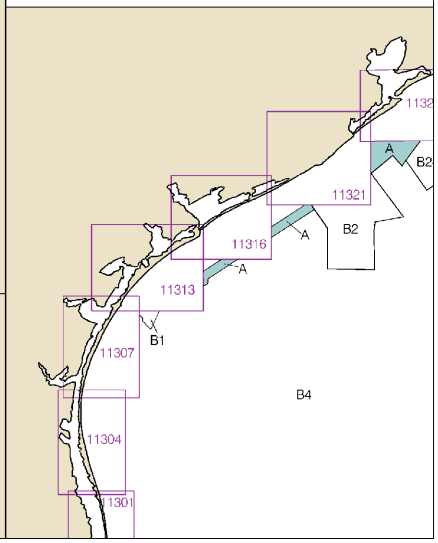
(For offshore navigation only)
Floating Aids to Navigation inside the sea buoys are not shown on this chart.
See 1:80,000 scale series and large scale harbor charts for aids marking maintained channels.

Additional information can be obtained at nauticalcharts.noaa.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrogra survey information that has been evaluated for charting. Surveys have banded in this diagram by date and type of survey. Channels maint by the U.S. Army Corps of Engineers are periodically resurveyed an not shown on this diagram. Refer to Chapter 1, United States Coast

SOURCE			
A	1990-2005	NOS Surveys	full bottom cove
B1	1990-2005	NOS Surveys	partial bottom c
B2	1970-1989	NOS Surveys	partial bottom c
B3	1940-1969	NOS Surveys	partial bottom c
B4	1900-1939	NOS Surveys	partial bottom c



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Note: Chart grid lines are aligned with true north.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 1117, 1st Ed., Mar. 1919 C-1919-192, KAPP 178

50' 40' 30' 20' 10' 96° 50' 40'

GRANDE

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

NOTE X

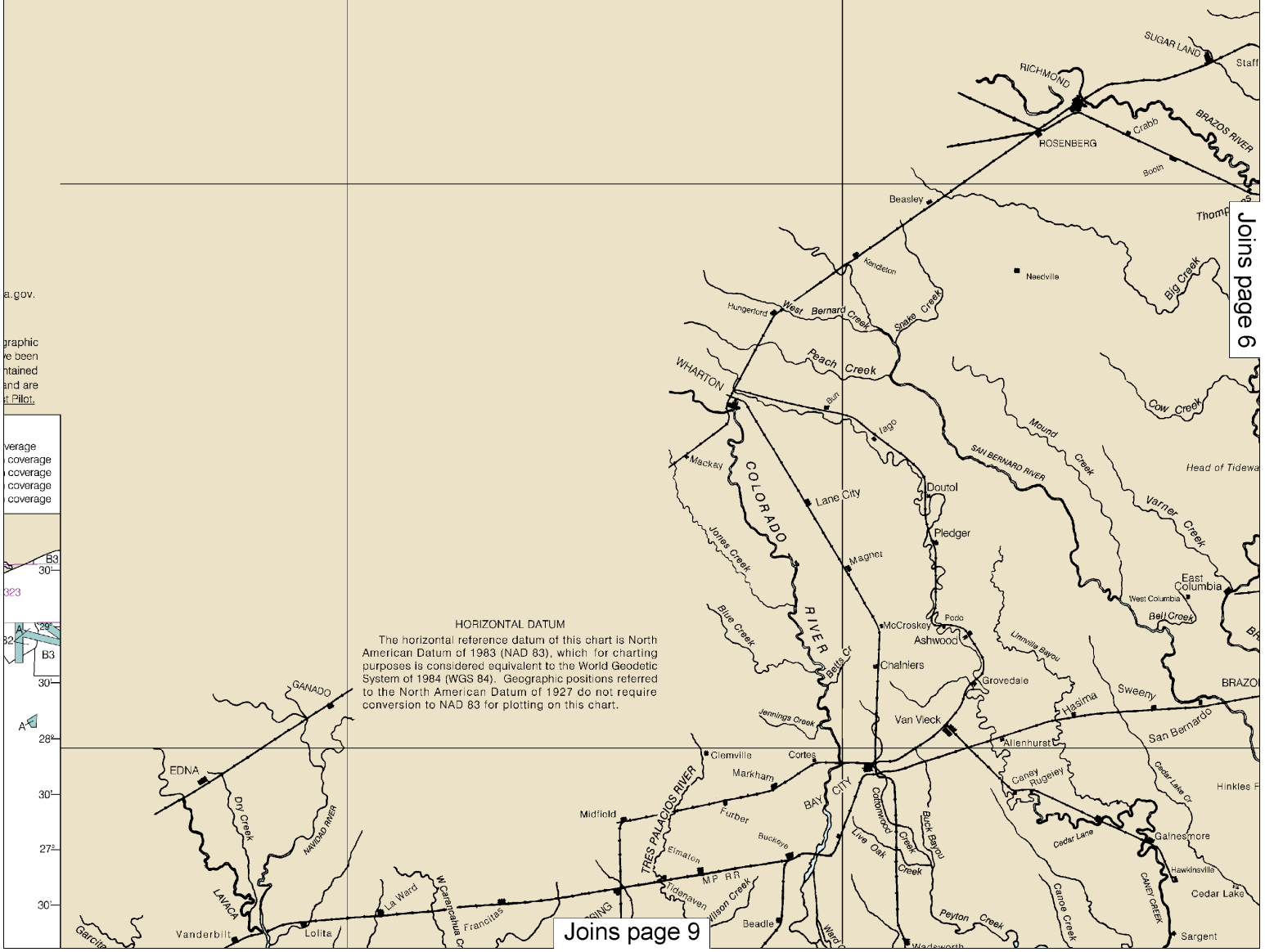
Within the 12-nautical mile Territorial Sea, established by Presidential Procl some Federal laws apply. The Three Nautical Mile Line, previously identifie outer limit of the territorial sea, is retained as it continues to depict the juris limit of the other laws. The 9-nautical mile Natural Resource Boundary off the G of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere r most cases the inner limit of Federal fisheries jurisdiction and the outer lim jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200- mile Exclusive Economic Zone were established by Presidential Procla Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are to modification.

NOTE E

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) on the Sabine - Neches Waterway and offshore approaches. Vessel operating procedures, mandatory participation boundaries, and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and the VTS Port Arthur User Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Port Arthur Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services and Navigational Assistance Services as required.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:614309. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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Formerly C&GS 1117, 1st Ed., Mar. 1919 C-1919-192, KAPP 178

20' 10' 96° 50' 40' 30' 20'

POLLUTION REPORTS

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COPYRIGHT

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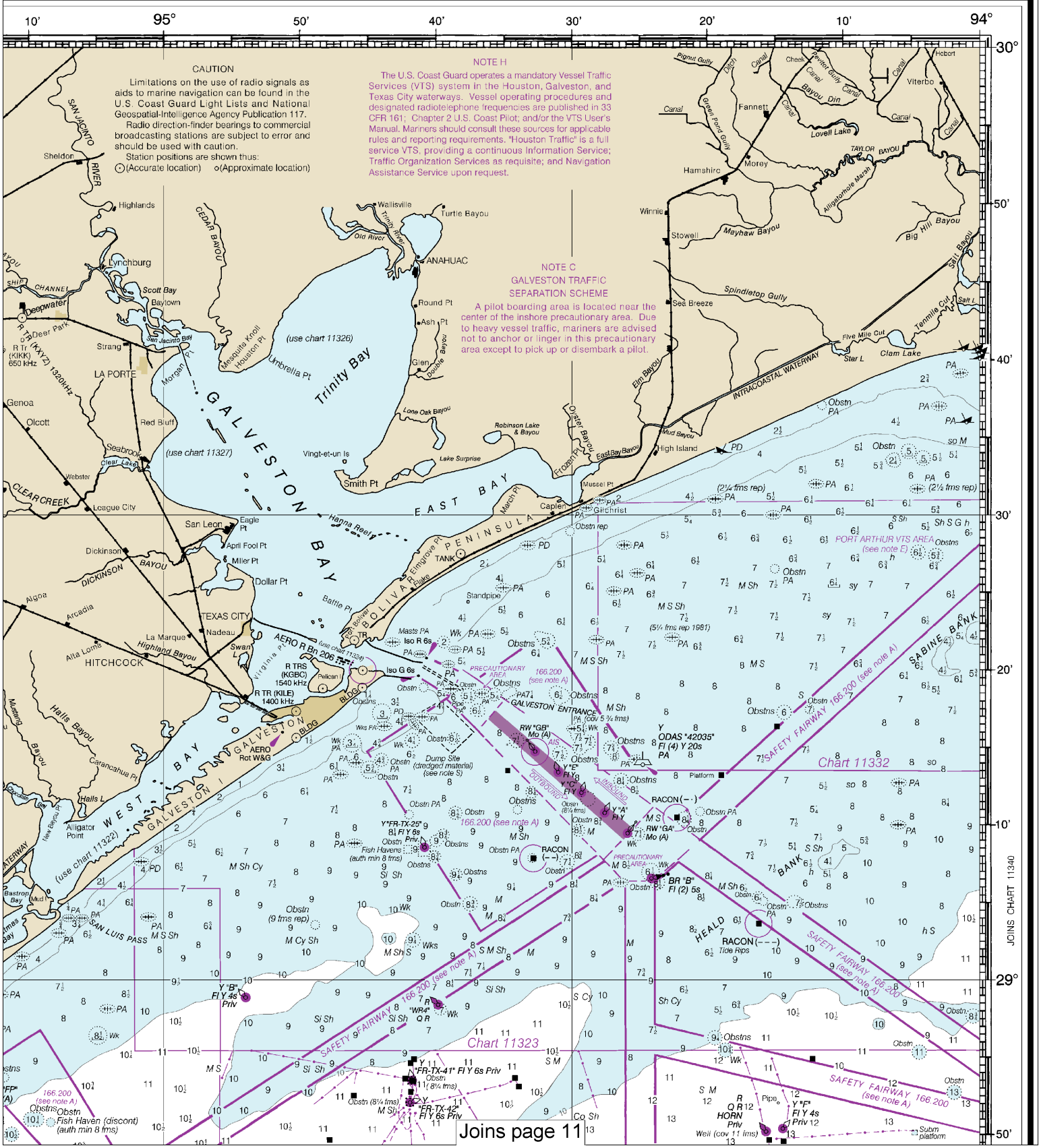
Joins page 5

Joins page 10

Mt Houston
Dyersdale
Houston Hts
Eureka
Englewood
GREENS BAYOU
Buffalo Bayou
HOUSTON
HARRISBURG
Jeannetta
Allet
Bellaire
Park Place
Stella
Brays Bayou
Sims Bayou
South Houston
Lotus
SUGAR LAND
Stafford
Missouri City
Mykawa
Almeda
RICHMOND
ROSENBERG
Crabb
BRAZOS RIVER
Booth
Pearland
Fresno
Friendswood
Duke
Arcola
Beasley
Thompsons
Hawdon
House
Juliff
Manvel
ALVIN
Kendleton
Needville
Big Creek
Hungerford
West Bernard Creek
Snake Creek
Sandy Point
Rosharon
Peach Creek
WHARTON
Burr
Jago
Cow Creek
McGinnon Ferry
Bonney
CHOCOLATE BAYOU
Liverpool
Chocolate Bayou
Mackay
COLORADO RIVER
Mound Creek
SAN BERNARD RIVER
Head of Tidewater
Bolivar Ldg
Chenango
Lane City
Doutol
Varner Creek
Flores Bayou
Danbury
Austin Bayou
Pledger
Anchor
Oyster Creek
Jones Creek
Magnet
ANGLETON
East Columbia
West Columbia
Bell Creek
Blue Creek
McCroskey
Podo
Ashwood
Edmonds
BASTROP BAYOU
Limmilla Bayou
Chalmers
BRAZOS RIVER
Burke
Grovedale
BRAZORIA
Ross
Sweeny
Hasima
Jennings Creek
Van Vleck
Clute
OYSTER CREEK
San Bernardo
Perry Ldg
Clemville
Cortes
Allenhurst
LEVEE
Velasco
Markham
Caney
Rugeley
Cedar Lake Cr
Hinkles Ferry
SAN BERNARD RIVER
Midfield
BAY CITY
TRES PALACIOS RIVER
Turber
Cottonwood Creek
Buck Bayou
Live Oak Creek
Cedar Lane
Gainesmore
FREEPORT
FREEPORT CG
Elmaton
Buckeye
MP RR
Hawkinsville
Cedar Lake
CANEY CREEK
CEDAR LAKES
Tidehaven
Wilson Creek
BLESSING
Beadle
Sargent
Francitas
Dump Site
RW "F
Mo (A
AIS
Obstrn
PA
PD
Spoil Area
Obstrn
Dump
Obstrns



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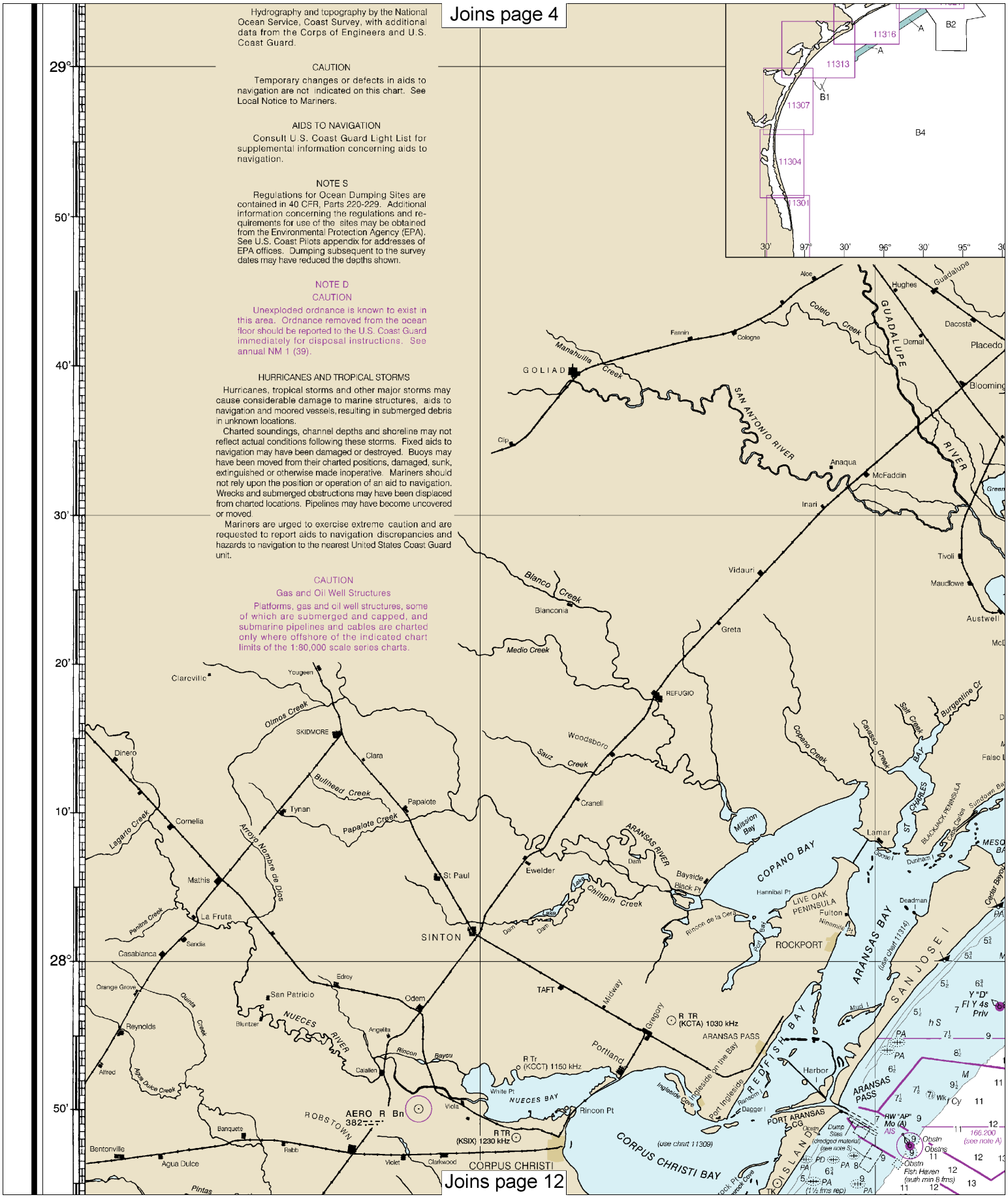
nauticalcharts.noaa.gov.
Last Correction: 11/2/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)



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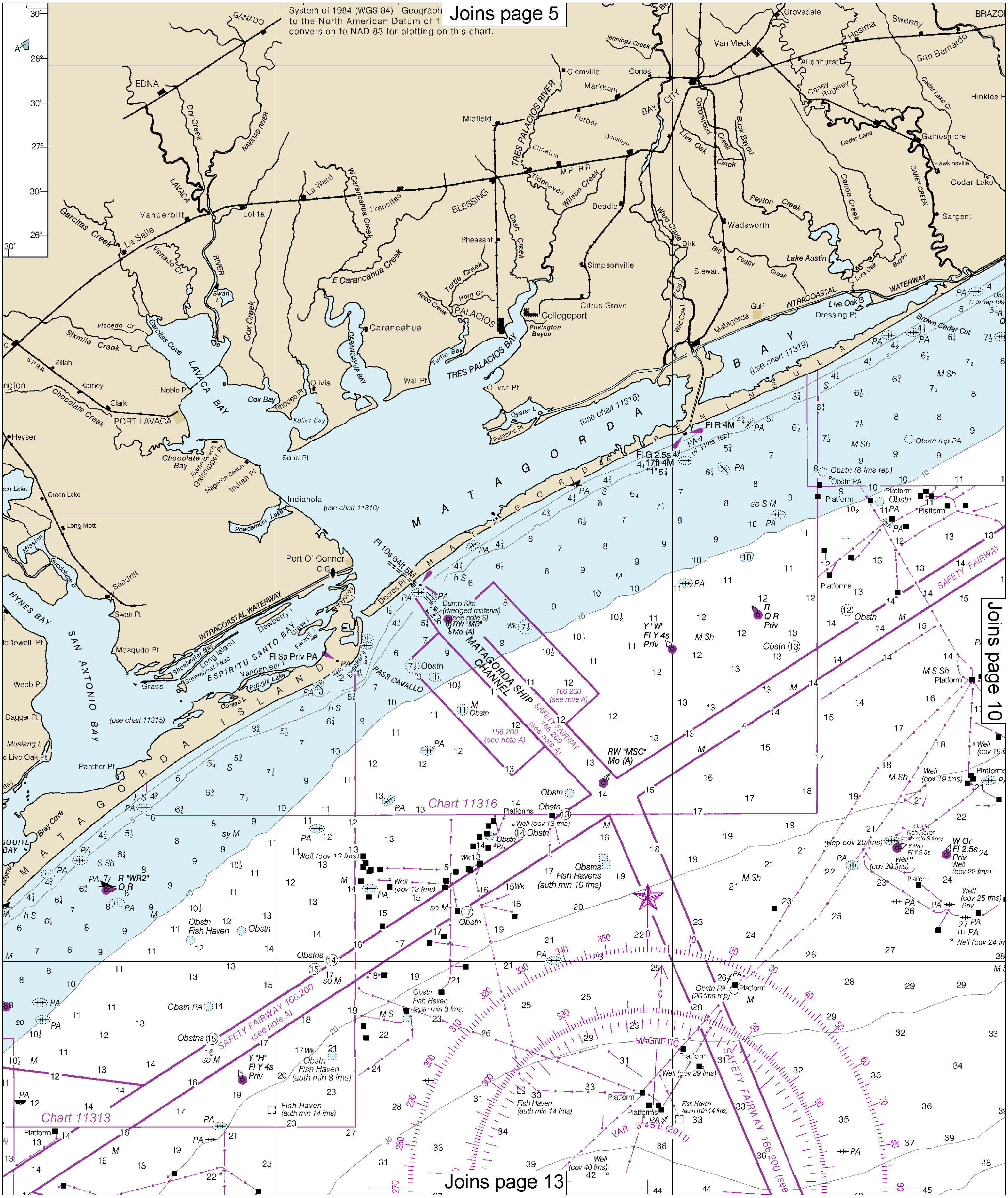
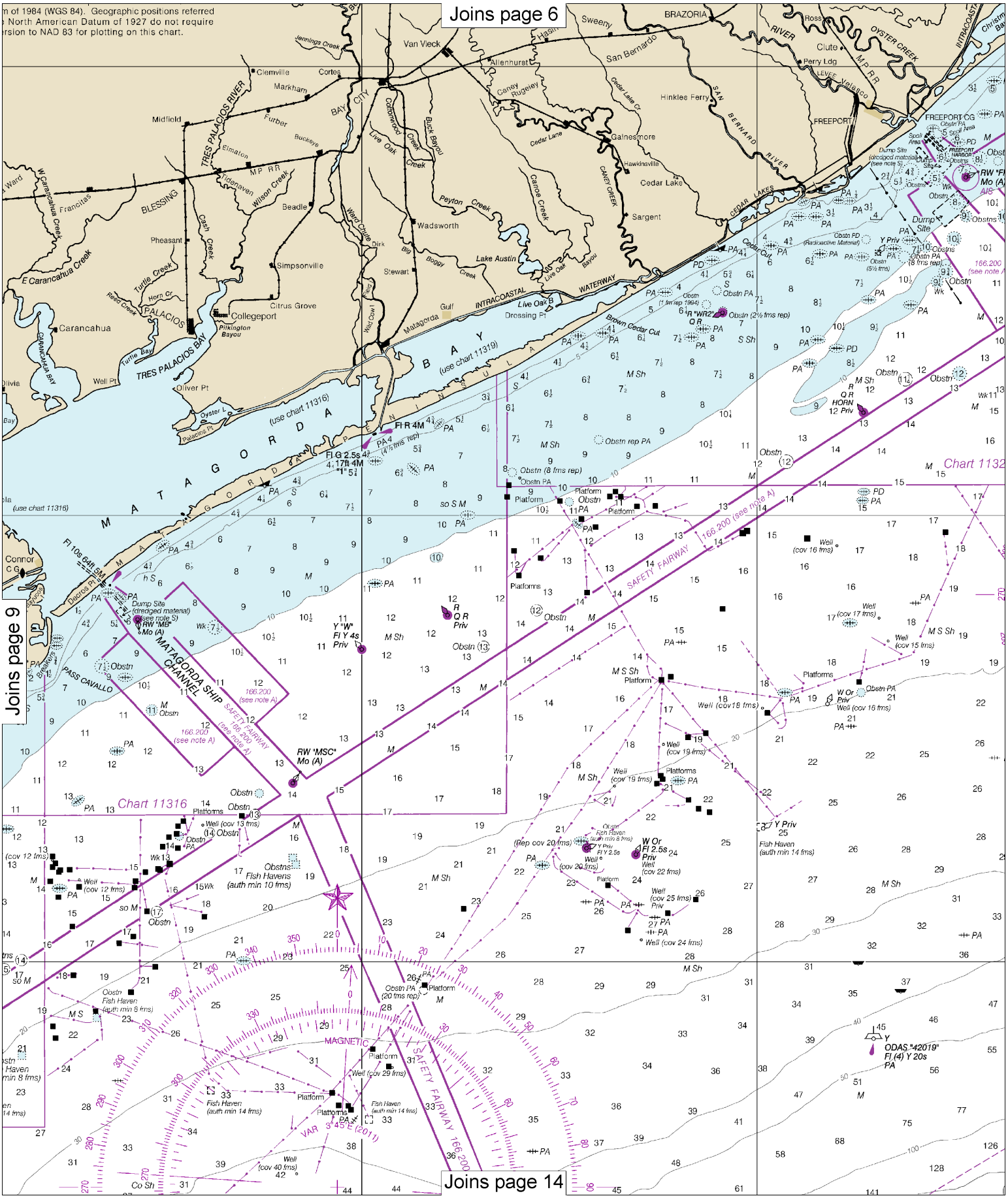
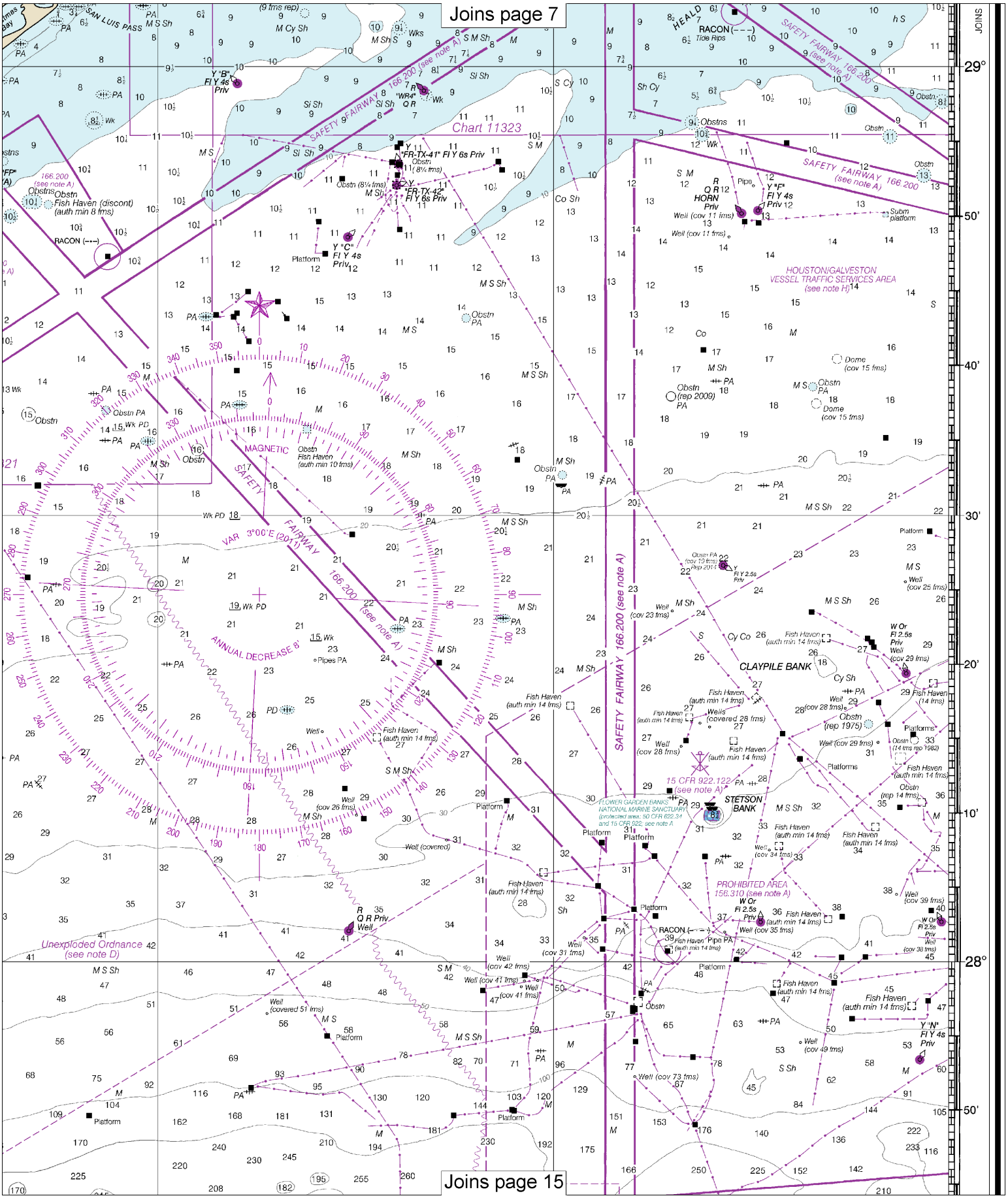
Note: Chart grid lines are aligned with true north.

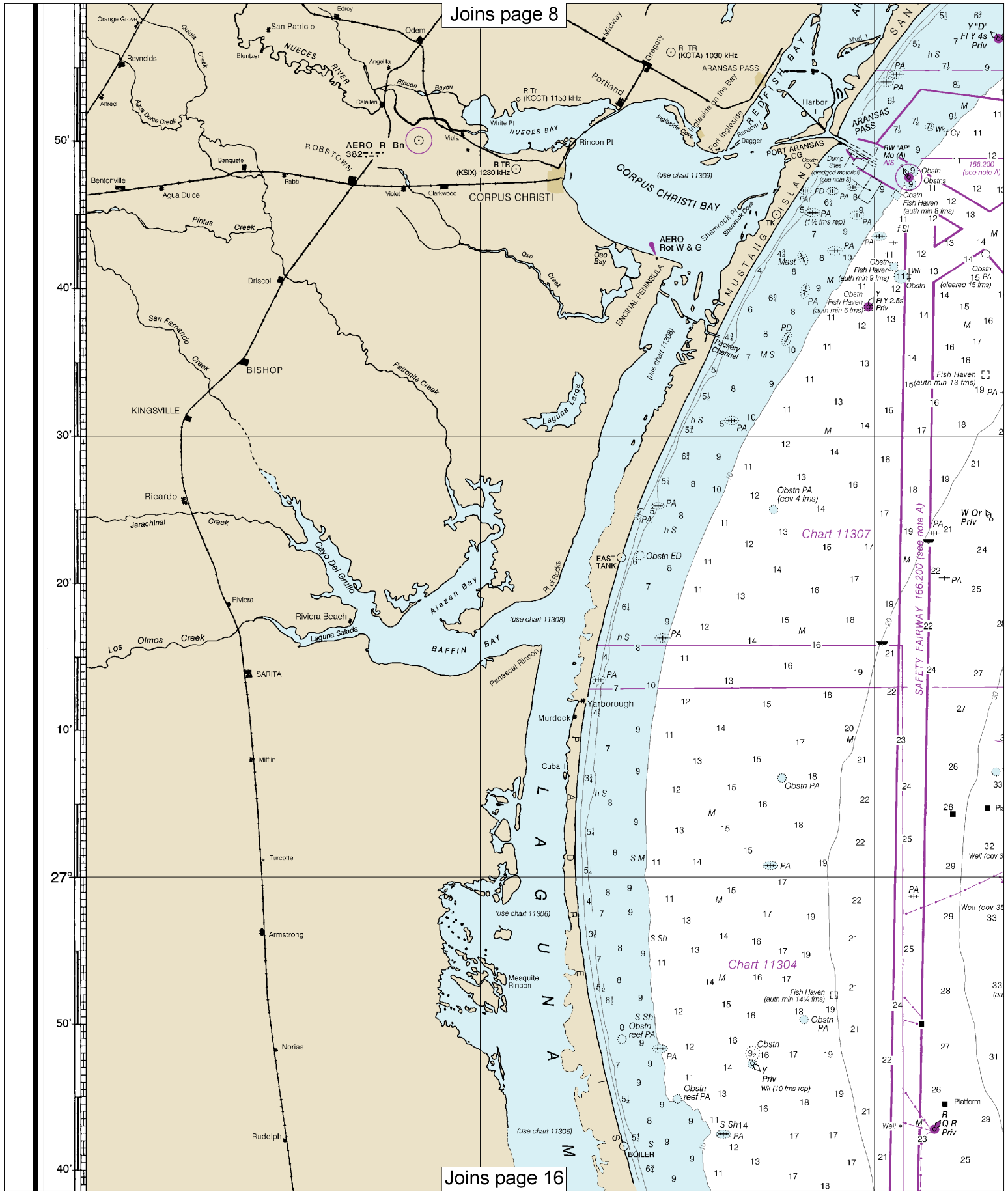

Joins page 5
System of 1984 (WGS 84). Geograph
to the North American Datum of 1
conversion to NAD 83 for plotting on this chart.
Joins page 10
Joins page 13
GANADO
EDNA
Dry Creek
NAVIDAD RIVER
LAVACA
RIVER
Vanderbilt
Lolita
La Ward
La Salle
Garcitas Creek
Venado Cr
W Carancahua Creek
Francitas
BLESSING
Midfield
TRES PALACIOS RIVER
Clemville
Markham
Cortes
Furber
Buckeye
Elmaton
MP RR
Tidenaven
Wilson Creek
BAY CITY
Van Vleck
Grovedale
Hasima
Sweeny
BRAZO
Allenhurst
San Bernardo
Caney
Rugeley
Cedar Lake Cr
Hinkles F
Cedar Lane
Gainesmore
Hawkinsville
CANEY CREEK
Cedar Lake
Sargent
Jennings Creek
Cottonwood Creek
Buck Bayou
Live Oak Creek
Canoe Creek
Peyton Creek
Beadle
Wadsworth
Lake Austin
Live Oak Bayou
Pheasant
Cash Creek
E Carancahua Creek
Turtle Creek
Horn Cr
Reed Creek
PALACIOS
Simpsonville
Citrus Grove
Collegeport
Pilkington Bayou
Stewart
Big Boggy Creek
Gulf
INTRACOASTAL WATERWAY
Live Oak B
Drossing Pt
Matagorda
Carancahua
CARANCAHUA BAY
Turtle Bay
TRES PALACIOS BAY
Well Pt
Oliver Pt
Oyster L
Palacios Pt
Olivia
Rhodes Pt
Keller Bay
Cox Bay
Cox Creek
Placedo Cr
Sixmile Creek
Garcitas Cove
LAVACA BAY
Zilliah
Kamey
Noble Pt
Clark
Chocolate Creek
PORT LAVACA
Heyser
Chocolate Bay
Alamo Beach
Gallinipper Pt
Magnolia Beach
Indian Pt
Sand Pt
Green Lake
Indianola
(use chart 11316)
Long Mott
Powderhorn Lake
Mission
Guadalupe R
Seadrift
Port O' Connor
C G
MATAGORDA BAY
(use chart 11319)
MATAGORDA PENINSULA
Fl R 4M
PA 4 (4½ fms rep)
Fl G 2.5s 4 17ft 4M "1"
Obstn rep PA
Obstn (8 fms rep)
Platform
Platforms
Fl 10s 64ft 5M
Decros Pt
Dump Site (dredged material) (see note S)
RW "MB" Mo (A)
MATAGORDA SHIP CHANNEL
SAFETY FAIRWAY 166.200 (see note A)
PASS CAVALLO
Y "W" Fl Y 4s Priv
R Q R Priv
RW "MSC" Mo (A)
HYNES BAY
Swan Pt
INTRACOASTAL WATERWAY
Dewberry I
Mosquito Pt
Shoalwater Bay
Long Island
Steamboat Pass
ESPIRITU SANTO BAY
Fl 3s Priv PA
Vandeveer I
Pringle Lake
Grass I
Contee L
Webb Pt
SAN ANTONIO BAY
Dagger Pt
(use chart 11315)
Mustang L
Live Oak Pt
Panther Pt
MATAGORDA ISLAND
Bray Cove
MESQUITE BAY
R "WR2" Q R
Chart 11316
Chart 11313
Obstn Fish Haven
Obstns Fish Havens (auth min 10 fms)
Well (cov 13 fms)
Well (cov 12 fms)
Fish Haven (auth min 8 fms)
Fish Haven (auth min 14 fms)
Y "H" Fl Y 4s Priv
W Or Fl 2.5s Priv
Well (cov 22 fms)
Well (cov 25 fms) Priv
Well (cov 24 fms)
Well (cov 19 fms)
Well (cov 29 fms)
Well (cov 40 fms)
(Rep cov 20 fms)
Obstn PA (20 fms rep)
MAGNETIC
VAR 3°45'E (2011)
SAFETY FAIRWAY 166.200 (see



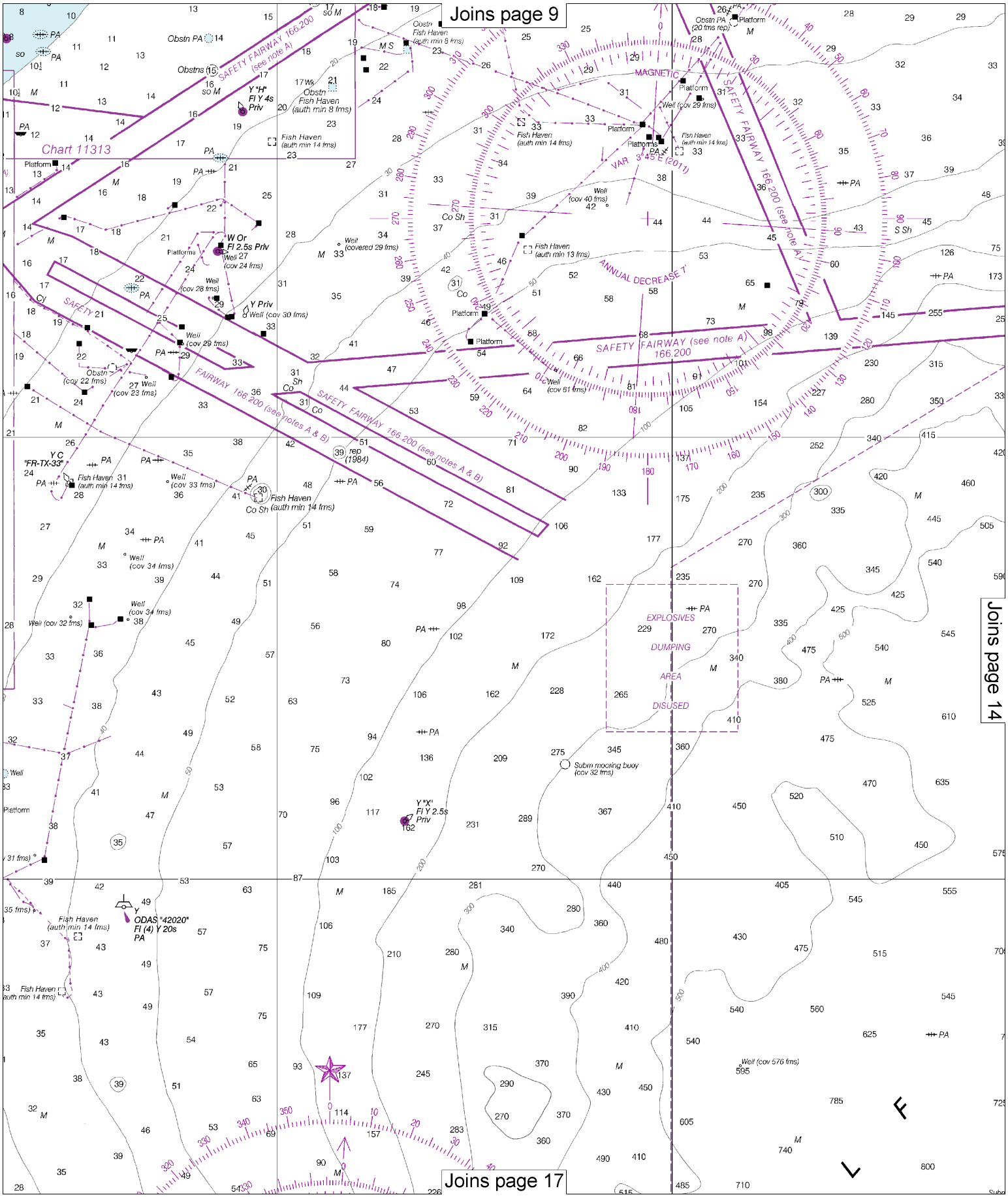
10

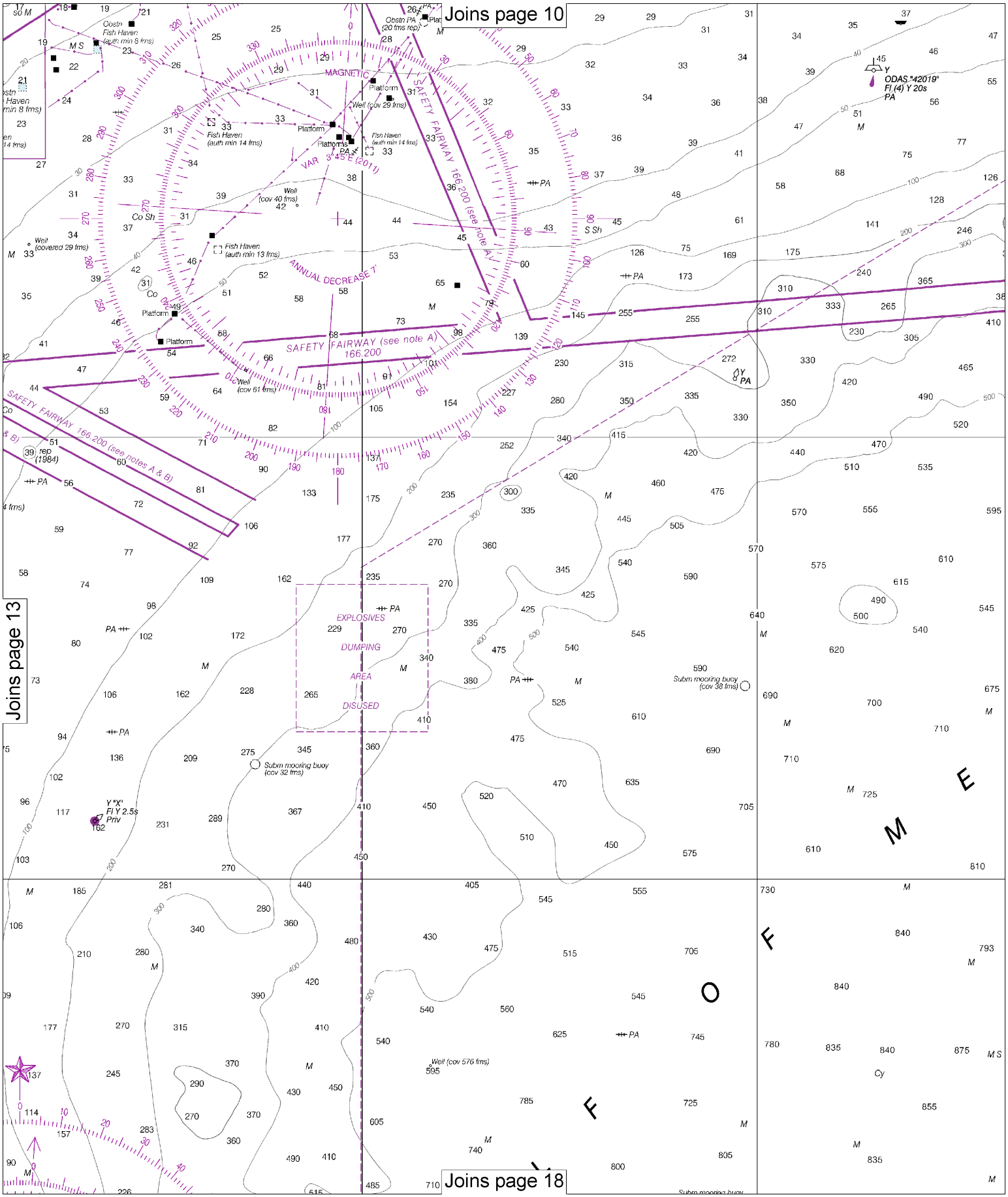
Note: Chart grid lines are aligned with true north.


Joins page 7
Chart 11323
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY
VAR 3°00'E (2011)
ANNUAL DECREASE 8'
MAGNETIC
HOUSTON/GALVESTON VESSEL TRAFFIC SERVICES AREA (see note H)
CLAYPILE BANK
STETSON BANK
FLOWER GARDEN BANKS NATIONAL MARINE SANCTUARY (protected area: 50 CFR 922.34 and 15 CFR 922; see note A
15 CFR 922.122 (see note A)
PROHIBITED AREA 156.310 (see note A)
Unexploded Ordnance (see note D)
Fish Haven (discont) (auth min 8 fms)
Joins page 15
29°
50'
40'
30'
20'
10'
28°
50'



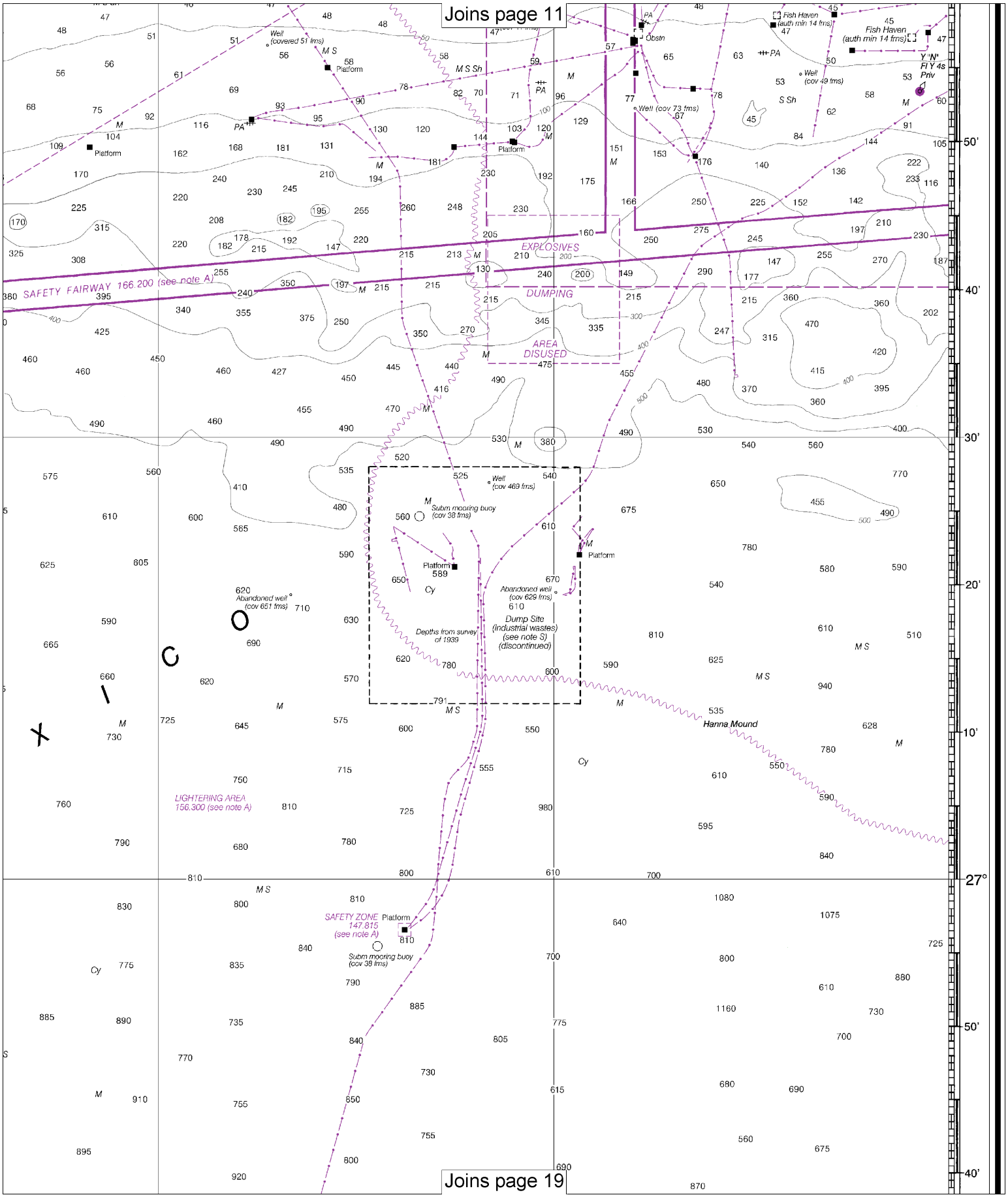
Note: Chart grid lines are aligned with true north.

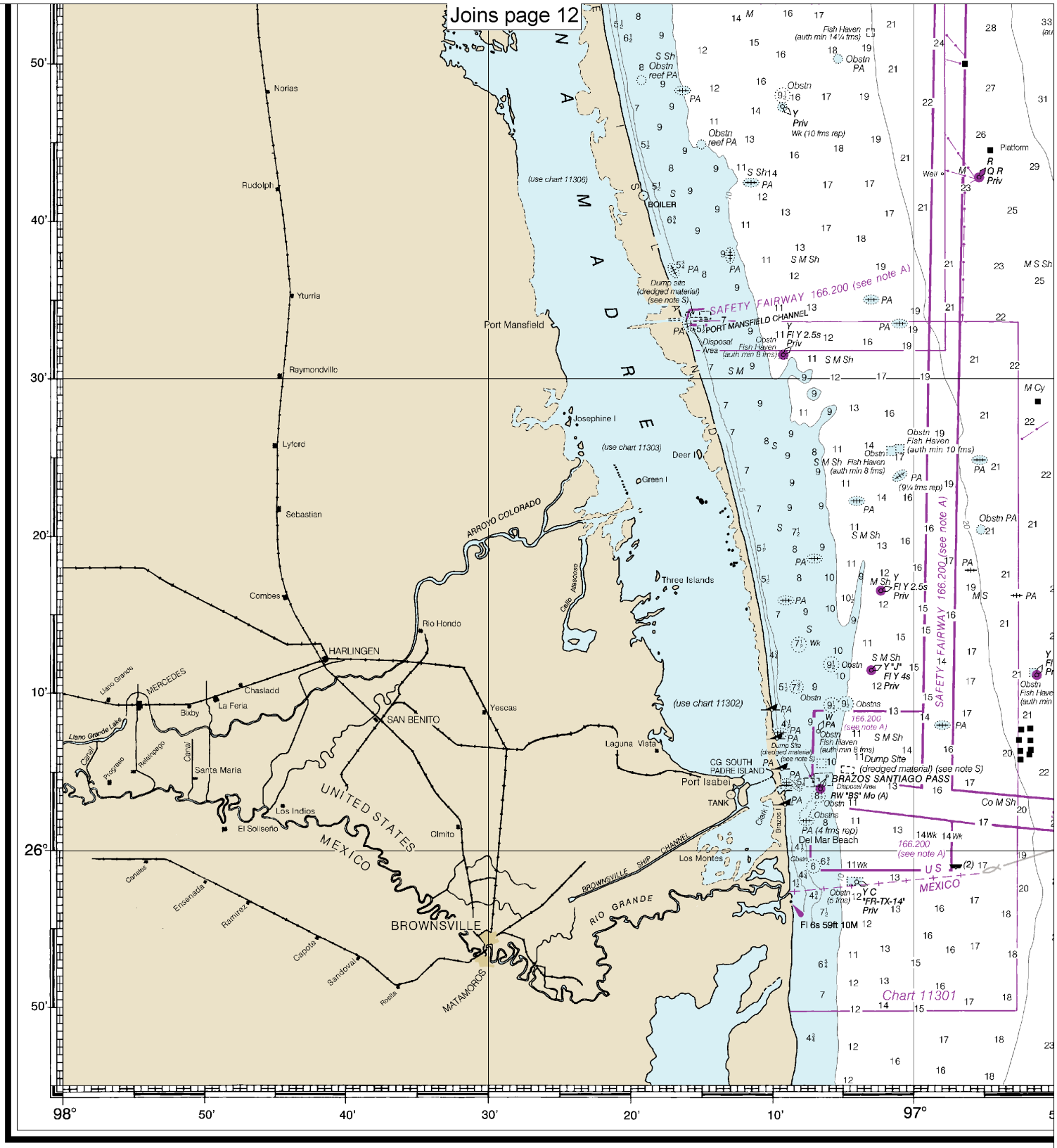

Joins page 9
Chart 11313
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY 166.200 (see notes A & B)
FAIRWAY 166.200 (see notes A & B)
SAFETY FAIRWAY (see note A) 166.200
MAGNETIC
VAR 3°45'E (2017)
ANNUAL DECREASE 7'
EXPLOSIVES
DUMPING
AREA
DISUSED
Joins page 14
Joins page 17



14

Note: Chart grid lines are aligned with true north.


Joins page 11
SAFETY FAIRWAY 166.200 (see note A)
EXPLOSIVES
DUMPING
AREA DISUSED
Dump Site (industrial wastes) (see note S) (discontinued)
Depths from survey of 1939
Hanna Mound
LIGHTERING AREA 156.300 (see note A)
SAFETY ZONE 147.815 (see note A)
Platform
Subm mooring buoy (cov 38 fms)
Abandoned well (cov 651 fms)
Abandoned well (cov 629 fms)
Well (cov 469 fms)
Well (covered 51 fms)
Well (cov 73 fms)
Well (cov 49 fms)
Obstn
Fish Haven (auth min 14 fms)
Y "N" Fl Y 4s Pnv
Joins page 19
50'
40'
30'
20'
10'
27°
50'
40'



43rd Ed., Sep./11

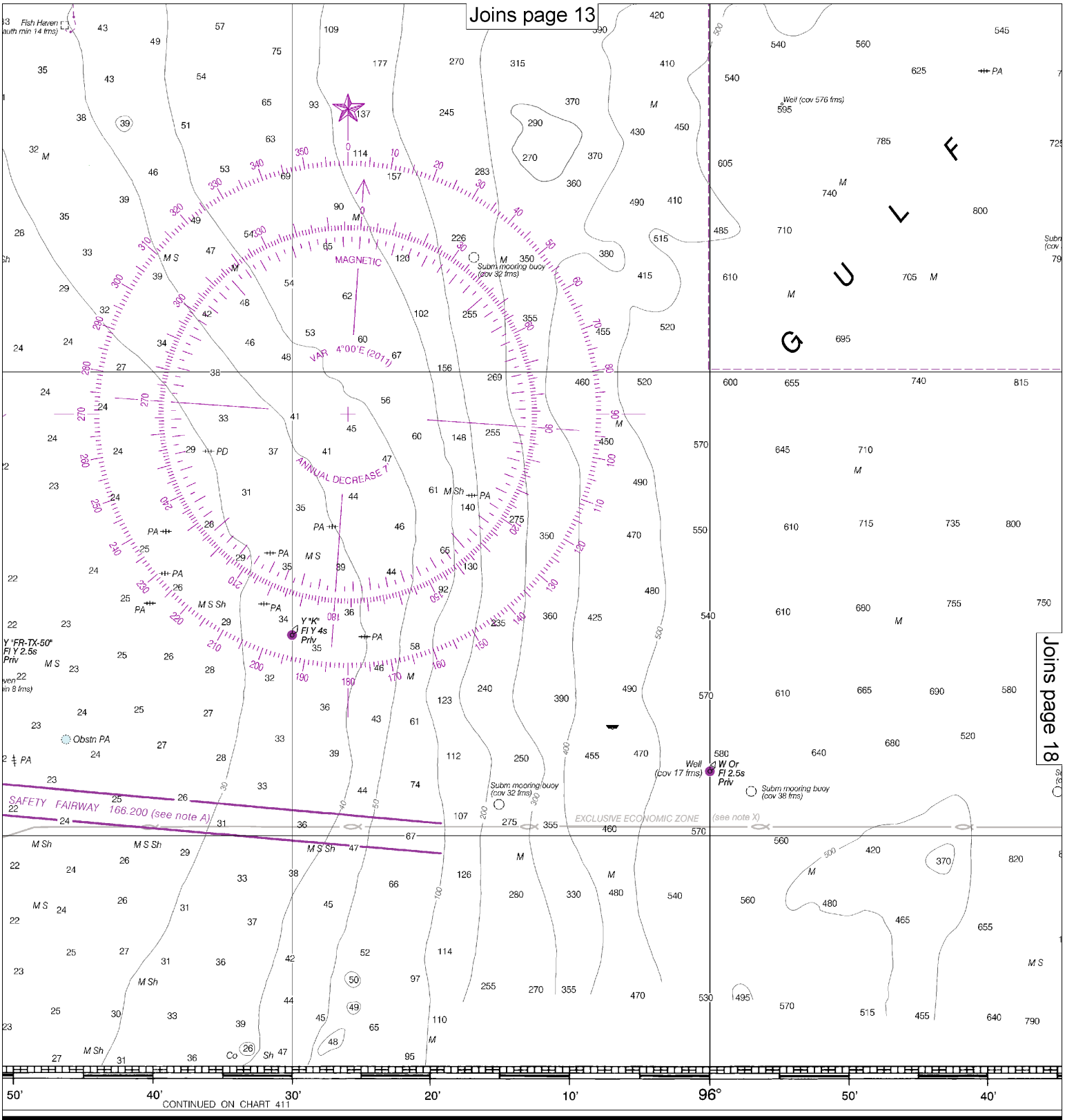
11300

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 11/2/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

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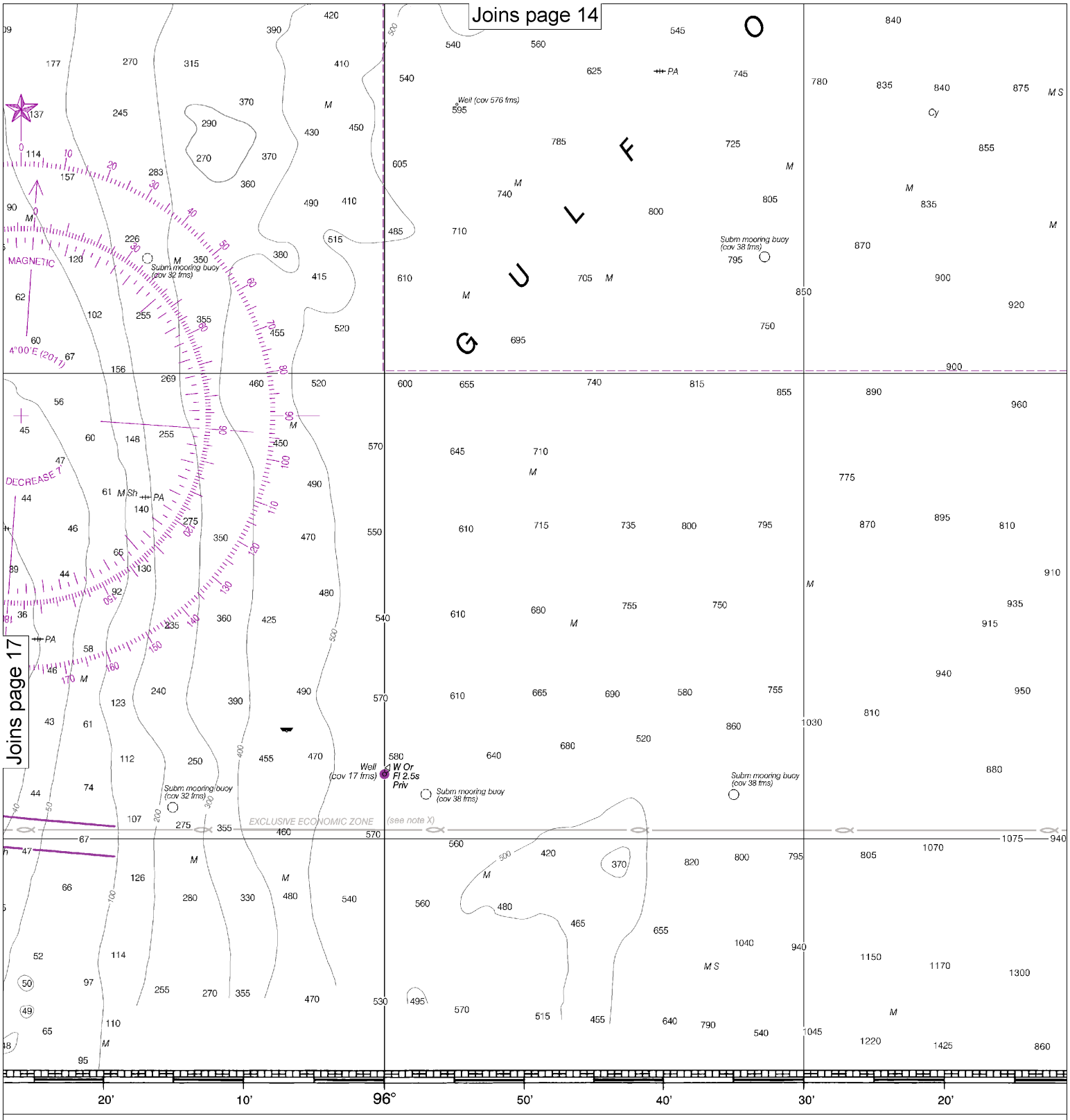
NATIONAL OCEAN SERVICE
COAST SURVEY



N FATHOMS

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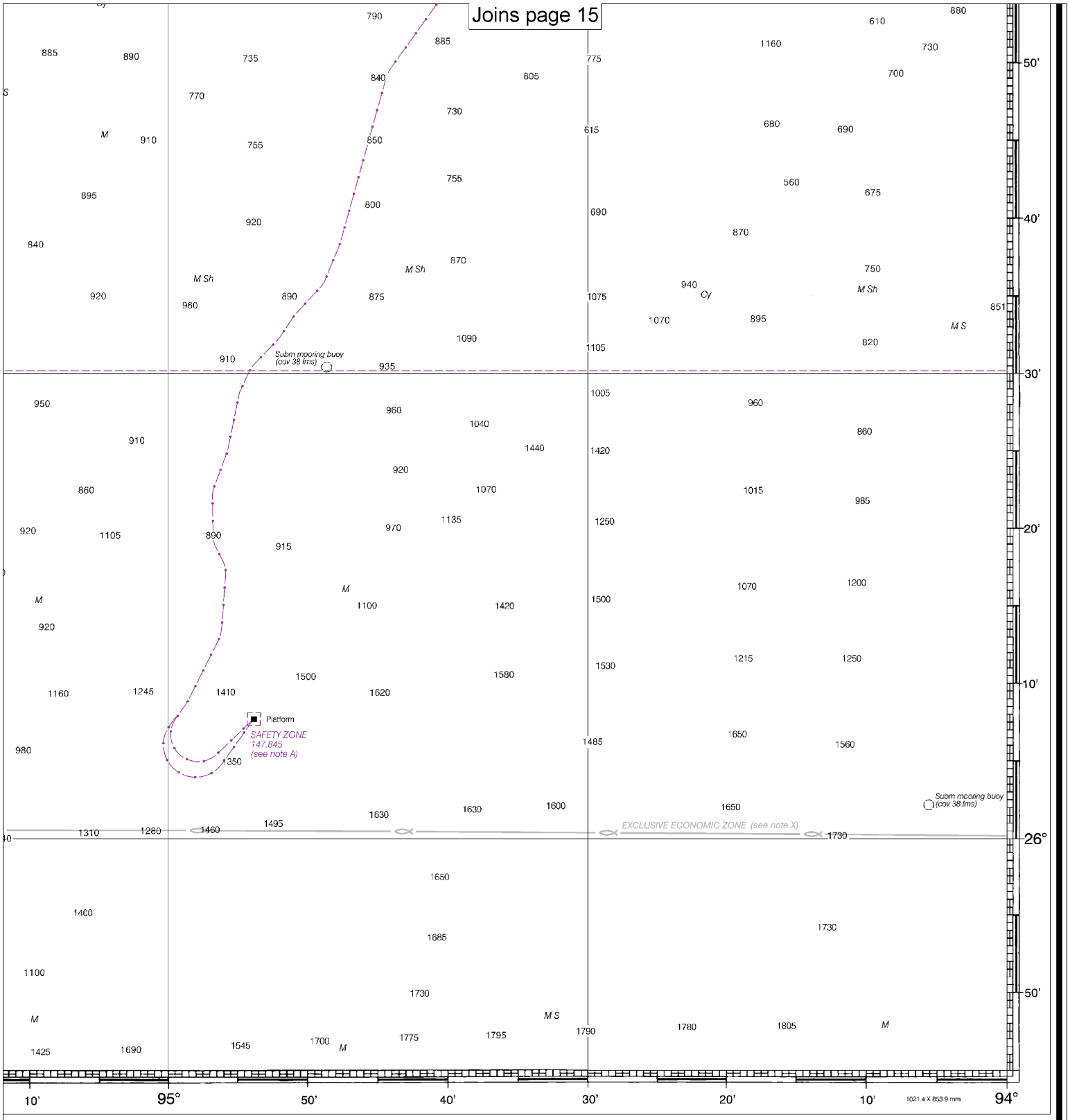
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.



Galveston to Rio Grande

SOUNDINGS IN FATHOMS - SCALE 1:460,732

11300

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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